

IN THE CLAIMS

1. (Currently Amended) An engine cooling system, comprising:
 - a coolant inlet formed at one side of a cylinder block for allowing coolant to ~~separately~~ flow into said cylinder block ~~and a cylinder head~~; and
 - a coolant outlet formed at ~~an opposite~~ a side of said a cylinder head opposite said side of the cylinder block for allowing the coolant having flowed along said cylinder block and said cylinder head to ~~separately~~ flow out of ~~said cylinder block and~~ said cylinder head, said coolant outlet being diagonally opposite to the coolant inlet;
 - wherein said coolant outlet comprises a first outlet hole for allowing the coolant discharged from a water jacket of said cylinder block to flow therethrough and a second outlet hole for allowing the coolant discharged from a water jacket of said cylinder head to flow therethrough.
2. (Original) The system as set forth in claim 1, wherein the coolant introduced through said coolant inlet is discharged through said coolant outlet along different flow channels formed in said cylinder block and said cylinder head, respectively, without mixing in said cylinder block and said cylinder head.
3. (Original) The system as set forth in claim 2, wherein said coolant inlet comprises:
 - a first inlet hole communicating with a water jacket formed in said cylinder block; and
 - a second inlet hole communicating with another water jacket formed in said cylinder head.
4. (Original) The system as set forth in claim 3, wherein the center of said first inlet hole is formed at a central axis of a first cylinder liner of said cylinder block.
5. (Original) The system as set forth in claim 3, wherein said cylinder block has a first intermediate outlet hole communicating with said second inlet hole, and wherein said cylinder head has a first intermediate inlet hole communicating with said first intermediate outlet hole.

6. (Original) The system as set forth in claim 1, wherein said cylinder block has a second intermediate outlet hole for allowing the coolant to flow to said cylinder head therethrough, said second intermediate outlet hole being diagonally opposite to said coolant inlet, and wherein said cylinder head has a second intermediate inlet hole communicating with said second intermediate outlet hole of said cylinder block.

7. (Original) The system as set forth in claim 6, wherein said second intermediate inlet hole does not communicate with said water jacket formed in said cylinder head.

8. (Canceled)

9. (Original) The system as set forth in claim 1, wherein said coolant inlet is disposed closer to the rear of a car body in an engine compartment and said coolant outlet is disposed closer to the front of the car body in the engine compartment.

10. (New) An engine cooling system, comprising:

- a cylinder head defining a coolant passage and first and second coolant inlets;

- a cylinder block configured to couple with said cylinder head, said cylinder block defining;

- a coolant passageway;

- first and second coolant inlets positioned on a first side of said cylinder block, wherein the first coolant inlet directs coolant to flow through said coolant passageway of said cylinder block and said second coolant inlet directs coolant to flow through said coolant passage in said cylinder head; and

- a first and a second coolant outlet formed at a side of said cylinder head opposite said side of said cylinder block defining said coolant inlets, wherein said first coolant outlet allows coolant to be discharged from said passageway of said cylinder block and said second coolant outlet allows coolant to be discharged from said coolant passage of said cylinder head, and wherein said coolant outlets are diagonally opposite said coolant inlets.